

HIRAM WALKER &
SONS, LTD.,
WALKERVILLE.
"CANADIAN CLUB"
WHISKY.
Per Case 1 Doz. Bottles \$20.00.
H. Price & Co.,
WINE & SPIRIT MERCHANTS,
12, Queen's Road Central.

The China Mail.

ESTABLISHED 1845.

BRANDIES.
Per Case.
J. & F. MARTELL'S \$25.00
Do. *** 28.00
Do. V.S.O.P. 49.00
Do. V.V.S.O.P. 90.00
Sole Agents
H. Price & Co.,
WINE & SPIRIT MERCHANTS,
12, Queen's Road Central.

No. 13,330

號一廿月二十年五零百九千一英

HONGKONG, THURSDAY, DECEMBER 21, 1905.

日五廿月一十年巳乙

PRICE, \$3.00 Per Month.

GILBEY'S
OLD TOM GIN
AT PRESENT EXCHANGE
\$7.50 PER CASE.

Office of Agents:
3, DUNDAS STREET,
MAGEWEN, FRICKEL & CO.
Hongkong, November 27, 1905. 1915

Intimations.

THE TRADE MARKS ORDINANCE
1888.
APPLICATION FOR REGISTRATION
OF TRADE MARK.

NOTICE IS HEREBY GIVEN that
F. L. ALSTON, carrying on busi-
ness at 10, King Street, Hongkong,
and elsewhere at Manufacturers have, on
the 8th day of September, 1905, applied for
the Registration in Hongkong in the
Register of Trade Marks of the following
Trade Mark:-

The representation or illustration of a
PEACOCK with its Tail Feathers
outspread.
in the name of F. L. ALSTON, who claim
to be the Proprietors thereof.

The Trade Mark has been used by the
applicant since the month of July, 1885,
in respect of the following goods:-
COTTON THREAD ON REELS
IN CLASS 23.

A Facsimile of the Trade Mark can be
seen at the Office of the Colonial Secretary
of Hongkong and also at the Office of the
Underigned.

Dated the 20th day of September, 1905.
JOHNSON, STOKES & MASTER,
Solicitors for the Applicant,
8, Des Voeux Road Central,
Hongkong.

WANTED.

FROM 1st March to 31st October next, a
5 or 6 ROOMED FURNISHED
HOUSE on the Peak or Higher Levels.
Applications, stating terms, to be ad-
dressed to

"PEAK,"
Care of "CHINA MAIL" Office,
Hongkong, December 14, 1905. 2315

WANTED.

ON the Peak a Four or Five roomed
FURNISHED HOUSE for the
months of March and April next.
Apply, stating terms, to

"M. K. D.,"
Care of "CHINA MAIL" Office,
Hongkong, December 18, 1905. 2340

WANTED IMMEDIATELY.

A COMPANION, with good Securities
for a Retail Business in Canton.
For particulars, apply
to

17, QUEEN'S ROAD CENTRAL,
HONGKONG, December 12, 1905. 2303

THE
DAIRY FARM CO., LD.

**FINEST AUSTRALIAN
BUTTER**
70 Cents per lb.

SECOND QUALITY (Very Good)
60 Cents per lb.
Hongkong, October 9, 1905. 1678

THE POPULAR
SCOTCH
IS
BLACK & WHITE



JAMES BUCHANAN & CO.
Whisky Distillers
By Appointment to
H. M. THE KING
and
H. M. THE PRINCE OF WALES

Supplied at all the Leading Clubs and
Hotels, and to be obtained from All the
Principal Grocers

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.

Works: KOWLOON BAY. Offices & Stores: No 20, CONNAUGHT ROAD.

**HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

HONGKONG, 2,355 tons, Captain H. D. Jones.
s.s. HONGKONG, 2,355 tons, Captain H. D. Jones.
s.s. HONGKONG, 2,355 tons, Captain H. D. Jones.
s.s. HONGKONG, 2,355 tons, Captain H. D. Jones.
s.s. HONGKONG, 2,355 tons, Captain H. D. Jones.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m.
(Sunday Excepted).
Special attention is drawn to their Superior Saloon and Cabin accommodations.

Hongkong-Macao Line.

s.s. HONGKONG, 1,988 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2 p.m.
Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain W. A. Valentine.
s.s. NANNING, 569 tons, Captain O. B. B. B.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the:-
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

LEE LOONG & CO.,

FURNITURE STORE,

No. 14, QUEEN'S ROAD CENTRAL

(Next Door to H. PRICE & Co.)

ALL kinds of FURNITURE, CARVED CANTON BLACKWOOD, CROCKERY and GLASS
WARE, KITCHEN UTENSILS, etc., etc.
AT MODERATE PRICES.

Hongkong, September 21, 1905. 178

CHRISTMAS HOLIDAYS.

IN accordance with the Provisions of
Ordinance No. 6 of 1878 the
EXCHANGE BANKS will be CLOSED
for the Transference of Public Business on
MONDAY and TUESDAY, the 25th and
26th instant respectively.
Hongkong, December 19, 1905. 2360

CHINA AND COAST PORTS STEAM- SHIP COMPANY.

I have This Day been Appointed as
MANAGER. **GEO. KERBLE.**
3, Macdonnell Road,
Hongkong, December 11, 1905. 2292

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

I have This Day APPOINTED Messrs
**SHEWAN, TOMES & CO. GENERAL
MANAGERS** for Hongkong for the
above Society, in the place of Mr F.
K. K. K., whose engagement has been
terminated.

J. T. HAMILTON,
General Manager for the East.
Hongkong, November 16, 1905. 2122

OCEAN ACCIDENT & GUARANTEE CORPORATION, LTD.

Head Office: Moorgate St., LONDON.
I have This Day APPOINTED Messrs
SHEWAN, TOMES & CO. AGENTS
for the above Corporation, in place of Mr
F. K. K., whose engagement has been
terminated.

J. T. HAMILTON,
Manager for the East.
Hongkong, November 15, 1905. 2125

TELL YOUR FRIENDS

THAT we will, from the 14th to the 31st
inst., inclusive, REFUND to our
Customers, whose purchases are made on
any day to be subsequently fixed by draw-
ing, between the dates above mentioned,
50 PER CENT.

of the amount of the purchase, either Cash
or Credit.
The drawing will take place at our Office
on the 28th inst.

N.B.—Wholesale Dealer purchases are
excluded from this offer.
GREGOR & CO.,
Wine Merchants,
19, Queen's Road.

Hongkong, December 13, 1905. 2310

WILLIAM MACLEOD, D.D.S.

ENGLISH DENTIST.
11 and 12, BRADFORD ARCADE,
Hongkong, October 14, 1905. 1929

XMAS GOODS.

WE have just unpacked a large Assort-
ment of CHRISTMAS GOODS,
ex s.s. Palma.
All the Latest NOVELTIES.
An inspection invited.
CAMPBELL, MOORE & CO.,
Hongkong Hotel Building,
Hongkong, November 20, 1905. 2165

CHRISTMAS GIFTS.

A Large Assortment of JAPANESE
HAND-PAINTED CHRISTMAS
CARDS and FINE ART PRINTED
NOVEL ALMANACS and many other
CURIOUS, very suitable to present for
Christmas and New Year's Greetings to
friends at home, have just been received.

I. NAKAZAWA,
No. 7, D'Almeida Street,
Hongkong, October 25, 1905. 1998

Dr T. YAMASAKI,
DENTAL SURGEON.
(JAPANESE DIPLOMA).
No. 50, QUEEN'S ROAD CENTRAL,
Second Floor, above Tax Office.
Latest American methods. No charge
for consultation.
OFFICE HOURS:—8 A.M. to 5 P.M.
SUNDAYS—8 A.M. to NOON.
Hongkong, December 9, 1905. 2283

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Hongkong, December 9, 1905. 2283

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.
BEWARE OF IMITATIONS. SOLE MANUFACTURERS:
BELL'S ASBESTOS CO., LD., LONDON.
LARGE STOCK OF PACKINGS, JINTINGS, &c., ALWAYS IN HAND.
OFFICE:—6, DES VOEUX ROAD.

LANE, CRAWFORD & Co.

CHRISTMAS DELICACIES.

PLUM PUDDINGS, MINCEMEAT
Huntley and Palmer's Special Xmas Cakes.

STILTON CHEESE.

YORK HAMS Specially selected
for L. C. & Co.

NUTS:

FILBERTS, BRAZILS, ALMONDS, AND
BARCELONAS.

Carlsbad Plums, Elvas Plums.

FINEST MUSCATELS

JORDAN ALMONDS.

CRYSTALLIZED FRUITS.

PULLED FIGS.

FRENCH CONFECTIONERY.

CADBURY'S CHOCOLATES.

Pascall's. Pralenes. Assorted Sweets.

LANE, CRAWFORD & CO.

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED;
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER.
Hongkong, November 3, 1904. 1985

HOTEL BALTIMORE (LATE HOTEL AMERICA)

2, WYNDHAM STREET.
A FIRST CLASS HOTEL under European Management. NICELY FURNISHED,
AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
TERMS REASONABLE. Apply to THE MANAGER.
Hongkong, June 21, 1905. 1151

N. LAZARUS, No. 3, PEDDER STREET,
OPTICIAN, (UNDER HONGKONG HOTEL).
SIGHT TESTED FREE. LENSES GRIND ON
REPAIRS A SPECIALITY.
Hongkong, November 27, 1905. 1797

HARRIS-KEENEY CO.
MANUFACTURERS OF HIGH-GRADE FIBRE, RATTAN AND HARDWOOD
FURNITURE AND NOVELTIES.
NO BAMBOO FRAMES IN OUR CHAIRS.
Just received a New Stock of THIRTY-SIX RUGS.
Showrooms No. 2, Pedder St.; Factory—1 to 13, Shaukiwan Rd.
Hongkong, December 13, 1905. 2311

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER.

Hongkong, April 13, 1905. 804

ST. GEORGE'S HALL, 1905.
SUBSCRIBERS to ST. GEORGE'S
HALL are requested to send in, as
the Underigned, as soon as possible, the
names of the guests whom they intend to
invite. The Subscription of \$25 covers one
guest. The Subscription for each addi-
tional guest will be \$5. The subscription
includes 5 married couples. No resident
Englishman or Welshman, which includes
Naval and Military Officers of these nation-
alities, may be invited.
P. E. J. WOODHOUSE,
Secretary to the Invitation Committee.
Hongkong, December 16, 1905. 2284

LEE CHEE WING & CO.
24 & 25, LEE YUEN STREET (WEST)
HONGKONG.
DEALERS IN
All Sorts of COPPER, BRASS, STEEL
IRON WARE, &c.
STEEL GIRDERS and TEES.
CORRUGATED IRON, PIG IRON, &c., &c.
Suitable for
SHOPS, ENGINEERS and HOUSE BUILDERS.
Hongkong, May 29, 1900. 1293

**ORIENTAL SILKS, CREPES,
EMBROIDERIES, BUGS,
LACES, DRAPERY,
FANCY GOODS,**
&c., &c., &c.
Kindly note that the above Articles are
suitable for Presents for
XMAS AND NEW YEAR.
Inspection earnestly solicited.
DHUNAMAL CHELLARAM,
60, QUEEN'S ROAD CENTRAL.
Hongkong, December 4, 1905. 2041

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

Hongkong, September 30, 1905. 2261

FAIRALL & CO

ARE SHOWING A FINE SELECTION OF

Lace Berthes, Fichus
and Scarves,
Silk Blouses, Satchels,
Belts,
Silk Hosiery,
Furs and
Feather Boas,
Umbrellas,
Sunshades, Handkerchiefs,
(Plain and Fancy),
GLOVES AND NECKWEAR.

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS
2196] **H. HAYNES, Manager.**

PELHAM HOUSE

PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE. 29, WYNDHAM STREET.
Hongkong, September 6, 1904. 1859

VICTORIA DISPENSARY.

Aniseed and Licorice Cough Balsam
for
Coughs, Colds, Hoarseness, and Soreness of the
Chest—Price 50 cents and \$1.00.

ORUICKSHANK'S COUGH REMEDY,
A valuable remedy for Influenza, Colds, Bronchitis,
Asthma, and all Diseases of the Chest and
Lungs—Price \$1.00 per Bottle.

W. BREWER & CO.
23 and 25, QUEEN'S ROAD.
A VERY CHOICE SELECTION OF QUOTE NEW
TOGRAPH CHRISTMAS CARDS
A FINE STOCK OF ARTICLES SUITABLE FOR
CHRISTMAS PRESENTS.
A VERY LARGE STOCK OF
ANNUAL VOLUMES AND JUVENILE BOOKS.
PICTURE BOOKS, PAINTING BOOKS, BOXES OF PAINTS, CARD GAMES.
A Great Variety of INDOOR AND OUTDOOR GAMES.

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THE MANCHURIAN
NEGOTIATIONS.

The Chinese Japanese negotiations have continuously progressed since the 8th inst. It is reported that China has appointed Prince Ching, and H. E. N. Tung and H. Shih-chang, plenipotentiaries to proceed to St. Petersburg and negotiate with Russia concerning Manchurian questions.

Of the Chinese counter-proposals it is known that China agrees to allow Japan to erect telegraph lines in the three Eastern provinces, but for a fixed term only. She also limits Japanese mining operations to a certain area, and agrees that no tax to be levied on the fishing or timber-cutting industries. China does not allow Japan to have the manufacture of salt, nor establish branch lines of the Chinese Eastern Railway. The plenipotentiaries are having repeated negotiations concerning these last-mentioned questions.

The Japanese claim to be allowed to build the extension of the Seoul-Wiju line to Mukden is not yet agreed to, though it was once reported that China had consented to it. This is believed to be the point on which the hitch has occurred. China's decisive reply was expected on December 13. Baron Komura, it is expected, will visit Port Arthur, Talien, and Chemulpo, on his way home.

Countess Victoria Gleichen.

Mr. P. W. Maclellan, of the Egyptian Ministry of the Interior, was married on December 5, at the Chapel Royal, to Countess Victoria Gleichen. His Majesty the King was present and the Archbishop of Canterbury officiated.

The Colonial Conference.

A special telegram to the Englishman, dated London, December 1, states that a Blue-book has been issued relative to the Colonial Conference, in which Mr. Lytton declares that the Conference has been postponed till the year 1907, and that the Colonies would also welcome a suggestion for holding periodic conferences.

Fashionable Bangoon Wedding.

On November 29, Miss Marjorie White, younger daughter of Sir Herbert White, (Lieutenant-Governor of Burma) and Lady White was married to Mr. Maxwell Laurie, L.C.S., President of the Rangoon Municipality. The ceremony took place in the Cantonment Church, and a reception was held afterwards at Government House.

Australia and Foreign Labor.

The Commonwealth House of Representatives has passed, by 39 to 6 votes, the first of the Immigration Bill, which provides that the Commonwealth may arrange with the Government of any other country, whereby merchants and tourists may enter and travel under a passport, other entries being prevented emigrating to Australia at the port of shipment.

FOR CANTON.

THE new Twin-Screw Steamer **SAN CHUNG**, 951 tons, Captain J. McGehee, will leave for Canton at 9 p.m. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days leaving Canton at 2 p.m. Excellent accommodation, Electric Light, and perfect cuisine. Wharf at Hongkong near Harbour Office. First-class fare \$3 each way. Second-class, \$1.00 each way. Meals, \$1 each. Cargo freight very moderate.

CHEONG ON STEAMSHIP CO., LTD., No. 138, Connaught Road Central, Hongkong, April 1, 1905. 700

STEAM TO CANTON.

THE new Twin-Screw Steamer **KWONG HOY**, 1,309 tons, Captain R. M. Mead, will leave Hongkong for CANTON at Every Evening (Saturday excepted). Leave CANTON for HONGKONG about 5.30 o'clock Every Evening (Sunday excepted). These new Steamers have unequalled accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First-class Cabins. Passage Fare—Single Journey, \$4.00. Meals, \$1.00 each. The Company's Wharf is a short distance West of the Harbour Master's Office. **SHUN ON S.S. CO., LTD.**, No. 9, Queen's Road West, Hongkong, August 23, 1905.

HONGKONG-MACAO LINE.

S. S. WING CHAI, CAPTAIN T. AUSTIN, R.N.R. THIS Steamer departs from Hongkong on WEEK DAYS at 8.00 a.m., and on SUNDAYS at 8.30 a.m. Departs from Macao on Week Days about 2.30 p.m., and on Sundays at 5.30 p.m. Fares—Week Day 1st Class, including cabin and servant, Single \$3, Return Ticket \$5. 2nd class \$1, 3rd class 50 Cents. Every Sunday there will be an excursion, at the following rates: 1st and 2nd Class Single Ticket \$1, Return \$2. 3rd Class Single 50 Cents, Return 50 Cents, Storage 10 Cents. Any Meals can be supplied on Board at a charge of \$1.00 per Meal. On Sunday Passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra. First-class Passengers who do not care to return on the excursion Sunday, will be allowed to do so on the following day (Monday) on production of the Return Ticket. Half Ticket should be given by the Captain, and the Half Ticket will be available for the following day. The ship is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

SHAM WANG COY., 81, Queen's Road Central, Hongkong, October 9, 1905. 1084

DRINK !! DRINK !!
'KIRIN' LAGER BEER

THE PUREST AND MOST REFRESHING
BEVERAGE IN THE EAST.

Cases 8 Dozen Pint bottles or
Contain 4 " Quart Bottles.

CAN BE OBTAINED AT THE SOLE AGENTS

THE MUTUAL STORES,
DES VUEX ROAD.

Hongkong, October 8, 1905. 972

FOR SALE.
NATUNA HARDWOOD

OF ALL SIZES AND LENGTHS.
GOOD FOR SHIP AND WHARF BUILDING AND RAILWAY LAYERS
(STORED IN HONGKONG).

INSPECTION SOLICITED.
The Undersigned is ready to take ORDERS for any QUANTITY and ASSORTMENTS, and deliver at any Port along the CHINA COAST.

Apply to **SUM PAK MING**,
59, BONHAM STRAND EAST.
Hongkong, December 1, 1905. 2222

ORIENTAL INDUSTRIES, LIMITED,
Successors to Fr. Blumck.

SILK LACE MANUFACTURERS,
EMBROIDERIES, and GRASS-CLOTH DRAWN WORK,
EMBROIDERED SILK and GRASS-CLOTH DRESS and BLOUSE PATTERNS.

INSPECTION INVITED.



YORK BUILDINGS, CHATER ROAD.
Hongkong, December 1, 1905. 2253

Contractors.

K. Shiu Tai & Co.
HONGKONG & WHEATWELL
HEAD OFFICE: 117-119, Des Voeux Road,
HONGKONG.
NAVY CONTRACTORS, GENERAL
STOREKEEPERS AND BAKERS.
Wholesale and Retail in Provisions and
Tinned Goods, &c., &c.
K. SHIU TAI, General Manager.
Hongkong, March 10, 1905. 511

SHIP-KEEPING.
YACHT AND BOAT BUILDER,
CARPENTER, Painter, Rigger, Sail and
Flag Maker, Brass, Copper and Black-
smith.
GENERAL CONTRACTOR.
PRAYA EAST, WANCHAI, HONGKONG.
Hongkong, February 13, 1905. 507

SING YUEN.
CONTRACTOR AND HOUSEBUILDER,
No. 38, D'AGUILAR STREET.
CONTRACTOR TO THE P.W.D. from
1901 to 1902, and Admiralty, &c., &c.
We keep a large stock of Building Materials,
also Timber at very low prices.
Hongkong, March 22, 1905. 513

WING ON.
CONTRACTOR AND HOUSEBUILDER,
No. 34, D'AGUILAR STREET.
CONTRACTOR TO H.B.M.'s Govern-
ment, War Department and Admiralty,
&c., &c. We keep always in stock a
large supply of Building Materials at very
reasonable prices.
Hongkong, March 22, 1905. 514

HUNG SHING.
BUILDING CONTRACTOR,
No. 37, D'AGUILAR STREET.
CONTRACTOR TO
H. B. M.'s GOVERNMENT, &c., &c.
Hongkong, March 23, 1905. 515

SHUN LEE & CO.
SHIP'S CARPENTER,
BOAT BUILDER, BLACK SMITH & LAUNDRY
All kinds of Timber for Sale.
No. 50, PRAYA EAST, WANCHAI.
C. CHUNG HEE, Manager.
Hongkong, March 20, 1905. 522

KANG ON & CO.
BUILDERS AND CONTRACTORS,
No. 30, D'AGUILAR STREET.
CONTRACTORS TO H.B.M.'s Govern-
ment, Admiralty and War Department,
&c., &c. We keep always on hand the
largest supply of Building Materials, at
cheapest prices. We defy competition.
Hongkong, March 10, 1905. 512

TYE & CO.
GENERAL CONTRACTORS,
CARPENTERS, PAINTERS, MAKERS
OF HIGH-CLASS FURNITURE.
H. Y. T. started a LOCAL CARRIER
and MESSENGER SERVICE.
Removal of Furniture, Delivery and Re-
ceivers of Baggage; also, Undertakes to
Ship or Discharge Cargo on Board.
Our Prices are most reasonable. All
Orders are neatly executed, guaranteed,
and receive prompt attention.
Communications please address to Mr. T.
TYE, No. 9, LEE YING STREET WEST.
TELEPHONE No. 439.
Hongkong, October 1, 1905. 1876

Yau On.
HOUSEBUILDER AND CONTRACTOR,
No. 40, HOLLYWOOD ROAD.
CONTRACTOR TO THE Admiralty and
Chinese Government. Matched
Builder, and House Painter. Always in
stock a large supply of Building Materials
at Reasonable Prices.
Hongkong, March 10, 1905. 510

THE PO YICK COY.
CONTRACTORS AND HOUSEBUILDERS,
No. 259, QUEEN'S ROAD EAST, WANCHAI.
CONTRACTORS TO H.B.M.'s War De-
partment and Admiralty. We keep
always in stock a large supply of Timber
at Reasonable Prices.
Hongkong, February 16, 1905. 337

Auctions

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, for account of the concerned, on

FRIDAY,

the 22nd December, 1905, at 2.30 P.M., at their SALES ROOMS, No. 8, DES VUEX ROAD, Corner of Lee House Street, —
A LARGE ASSORTMENT OF
GOLD AND SILVER JEWELLERY,
(Suitable for Xmas Presents).
Comprising:—
BENSON'S GOLD AND SILVER WATCHES,
LADY'S GOLD WATCHES, BRACELETS,
CHAINS, DIAMOND RINGS and HAIR PINS,
DIAMOND NECKLACE, GOLD BROOCHES,
PEARL HAIR PINS, &c., &c.
Catalogues will be issued.
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, December 19, 1905. 2354

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

FRIDAY and SATURDAY,

the 22nd and 23rd December, 1905, (commencing at 2.30 P.M., on Friday), at his SALES ROOMS, DUNDRELL STREET, —
A QUANTITY OF CHINESE SILKS & FATTING,
SILK CHIFFON, FINEST SILK, SILK SHAWLS,
SILVER AND GOLD WARE,
IVORY and SILK PANS, IVORY PHONO-
GRAMS, CARD CASES, NAPKIN RINGS,
SANDALWOOD WARE, etc., etc.,
Also
A CONSIGNMENT OF
JAPANESE WATER COLOURS,
(By Japanese Artists).
Terms:—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, December 19, 1905. 2329

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, for account of the concerned, on

SATURDAY,

the 23rd December, 1905, at 2.30 P.M., at their SALES ROOMS, No. 8, DES VUEX ROAD, Corner of Lee House Street, —
A LARGE ASSORTMENT OF
JAPANESE CURIOS,
Comprising:—
OLD SATSUMA VASES, BOWLS and INCENSE
BURNERS, FINE GOLD CLOISONNE TEA SETS,
CLOISONNE VASES, OLD BRONZES, IVORY
INLAID PLACQUES, SILK EMBROIDERIES,
SILK KAKEMONO, IVORY OLIVEN, JAPA-
NESE URBAN JESUS, IVORY INLAID SCREENS,
&c., &c.
Catalogues will be issued.
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, December 19, 1905. 2352

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Catalogues will be issued.
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HUGHES & HOUGH,
Auctioneers.
Hongkong, December 19, 1905. 2352

His Britannic Majesty's Ships on the China Station

Name.	Class	Tons.	Gun.	H.P.	Captain.	Last reported.
Atcham	despatch-vessel	1750	12	3000	Comdr. Richard M. Harbord	Hongkong
Andromeda	cruiser, 1st class	11,000	10	16,000	Capt. R. N. Oummaney	Shanghai
Arun	torpedo boat destroyer	550	4	7000	Lt. Comdr. R. Henniker-Haston	Hongkong
Astraea	cruiser, 2nd class	4380	10	8000	Captain L. G. Tufnell	Kobe
Bonsaventure	cruiser, 2nd class	4380	10	8000	Capt. H. H. Torless	Kobe
Cadmus	water tank and tug	1070	6	1400	Comdr. Lush	Yangtze
Cherub	torpedo-boat destroyer	550	4	7000	Comdr. H. D. Wilkin, D.S.O.	Hongkong
Clio	cruiser, 1st class	1070	6	1400	Lt. Comdr. H. E. Sullivan, R.N.	Yangtze
Diadem	torpedo-boat destroyer	550	4	7000	Capt. H. W. Savory, R.N.	Hongkong
Erin	torpedo-boat destroyer	550	4	7000	Lt. Comdr. R. H. Bath	Kobe
Etliche	torpedo-boat destroyer	550	4	7000	Lt. Comdr. Lewis	Hongkong
Exe	torpedo-boat destroyer	550	4	7000	Lt. Comdr. A. F. Everett	Hongkong
Fame	torpedo-boat destroyer	550	4	7000	Lt. Comdr. Stevenson	Hongkong
Hardy	torpedo-boat destroyer	550	4	7000	Lt. Comdr. J. May	Waimanalo
Hart	torpedo-boat destroyer	550	4	7000	Lt. Comdr. Richards	Hongkong
Hecia	Special Torpedo-Vessel	4400	—	2400	Capt. E. F. B. Charlton	Hongkong
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Hongkong
Ischen	torpedo-boat destroyer	550	4	7000	Lt. Comdr. C. Seymour	Hongkong
Jachin	torpedo-boat destroyer	550	4	7000	Lt. Comdr. W. R. Darwall	Hongkong
Janus	torpedo-boat destroyer	550	4	7000	Lt. Comdr. E. V. R. Dugmore	Yangtze
Kinshas	river gunboat	416	4	1200	Lt. Comdr. F. B. Noble	West River
Moorhen	river gunboat	416	4	1200	Lt. Comdr. J. Kiddie	Hongkong
Oter	torpedo-boat destroyer	550	4	7000	Comdr. C. E. Moore	Surabaya
Rambler	torpedo-boat destroyer	550	4	7000	Lt. Comdr. R. E. Vaughan	West River
Rogue	river gunboat	416	4	1200	Lt. Comdr. H. T. Atty	Hongkong
Sandwich	river gunboat	416	4	1200	Capt. C. H. Moore	Yangtze
Sirius	cruiser, 2nd class	3600	8	5000	Lt. Comdr. Davidson	Hongkong
Snipe	river gunboat	416	4	1200	Captain Wm. L. Grant	Hongkong
Snipe	cruiser, 1st class	12,000	14	21,000	Reserve	Hongkong
Taku	torpedo-boat destroyer	550	4	7000	Commodore Dioken	Hongkong
Tamar	receiving ship	4650	6	—	Lt. Comdr. E. Seaton	Yangtze
Tal	river gunboat	416	4	1200	Lt. Comdr. A. Gregory	Hongkong
Tal	torpedo-boat destroyer	550	4	7000	Comdr. R. W. Glennie	Hongkong
Virago	receiving ship	4650	6	—	Lt. Comdr. C. V. L. Thomas	Yangtze
Waterwitch	surveying ship	620	6	450	Lt. Comdr. G. B. Spicer-Simson	Upper Yangtze
Whiting	torpedo-boat destroyer	550	4	7000	Lt. Comdr. C. W. Wrightson	Upper Yangtze
Widgeon	river gunboat	416	4	1200	Lt. Comdr. Jno. F. Knox	Upper Yangtze
Woodcock	river gunboat	416	4	1200		Upper Yangtze
Woodlark	river gunboat	416	4	1200		Upper Yangtze

Ask for TANSAN A NATURAL MINERAL WATER Bottled at the Springs at Takaradzka,

The Clifford-Wilkinson
Tansan Mineral Water Co.
Limited. Kobe, Japan.

Per Case of 48 Pints \$6.50
Per Dozen Pints \$1.70
Per Case of 100 Splits \$8.00
Per Dozen Splits \$1.10

**Crisp,
Delicious,
Invigorating.**

Drink the World Renowned
Nerve and Muscle Strengthening.
THE Original and Genuine is J. Clifford
Wilkinson's.
AIDS gently, Acts pleasantly. Acts
beneficially.
NOTHING like it, for depressed
Spirits.

SIMPLY marvellous
AND worth its weight in Gold.
NOTHING can surpass its popularity

TANSAN GINGER ALE.

PER CASE 48 PINTS \$7.75
PER DOZEN PINTS 1.95
PER CASE 51 SPLITS 5.20
PER DOZEN SPLITS 1.30

Can be obtained at all 1st Class
HOTELS and BARS in the FAR
EAST.

Beware of fraudulent
IMITATIONS.

The only genuine TANSAN
Bears the name of
J. CLIFFORD-WILKINSON.

H. PRICE & CO.,
12, QUEEN'S ROAD,
SOLE AGENTS FOR HONGKONG.
Hongkong, June 3, 1905.

POWELL'S

GRAND

XMAS BAZAAR

OPEN

TILL 6 p.m. DAILY.

A Splendid Lot of

Toys,

Games,

Animals,

Dolls,

etc., etc., etc.

INSPECTION INVITED.

POWELL'S

ALEXANDRA

BUILDINGS.

THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OFFICE at 8 a.m.

The following are in stock:

PRIME Australian Pork, 1 lb. 1/6

Pork, Dried, 1 lb. 1/6

Apples, Choice Australian, 30 cts. per lb.

Bacon, Best English, 75 cts. "

Bacon, Best Australian, 75 cts. "

Capons, Dried, 1 lb. 1/6

Chickens, Dried, 1 lb. 1/6

Chickens, Live, 4 cts. "

Chickens, Gizzards, 4 cts. "

Ducks, Local, 75 cts. "

Ducks, Wild, 75 cts. "

Australian Smoked Mutton, 75 cts. "

Goose, Local, 1 lb. 1/6

Hare, Australian, 1 lb. 1/6

Ham, Best York, 75 cts. "

Ham, Australian, 75 cts. "

Honey, Best Australian, 60 cts. per lb.

Kidney, Australian Sheep, 1 lb. 1/6

Oysters, American, large size, 35 cts. per tin.

Australian Oysters, 25 cts. per tin.

Butter, 1 lb. 1/6

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BIRTH.

Wells—On the 16th of December, at

the London Mission, Bonham Road,

Hongkong, the wife of H. R. Wells, of a

daughter (Winifred Aime). Glasgow papers

please copy.

RETURN THANKS.

Mrs L. C. Kern begs to thank her

friends for kind sympathy in her

bereavement.

MEMOS. FOR TO-MORROW.

Auctions.

2.30 p.m.—Auction of Japanese Water

Colour, &c., at Mr. Geo. P. Lamont's

Sales Rooms.

2.31 p.m.—Auction of Gold & Silver

Jewellery, &c., at Messrs. Hughes &

Hughes's Sales Rooms.

Amusements.

9 p.m.—Performance at City Hall.

Miscellaneous.

Goods per Catherine Apor undelivered

after 4 p.m. on this date will be landed.

General Memoranda.

SATURDAY, December 23—

2.30 p.m.—Auction of Japanese Curio,

&c., at Messrs. Hughes & Hughes's

Sales Rooms.

SUNDAY, December 24—

Goods per Catherine Apor undelivered

after 4 p.m. on this date will be landed.

MONDAY, December 25—

Exchange Banks Close.

WEDNESDAY, December 27—

3 p.m.—Auction of Crown Lands at

Public Works Department's Office,

6 p.m.—Meeting of Zetland Lodge.

Goods per China undelivered after this

date subject to rent.

THURSDAY, December 28—

Noon—Meeting of The Union Insurance

Society of Canton Ltd., at the Reg. stor-

ed Office.

The China Mail.

HONGKONG, THURSDAY, DECEMBER 21, 1905.

IMPERIAL UNIVERSITY FOR

HONGKONG.

In another column appears a thought-

ful and pertinent letter from a cor-

respondent in regard to the proposed

Imperial University. After the melan-

choly foreboding and desolating hope-

lessness which has tainted some of the

sombre criticism which has been passed

since we first urged the advisableness of

establishing an Imperial University at

Hongkong, the receipt of letters such

as those we published yesterday and

the one which appears to-day is dis-

tinctly refreshing. We had hoped to

quote the language adopted by our

correspondent 'Kenneth,' that our

proposal would 'command the sympa-

thies and interest of all lovers of

education and of all those

who have faith in the wisdom of ex-

tending British influence in the Far

East.' Some of our optimism appears

to have communicated itself to our

correspondent, as he adds, 'probably

there will be little divergence from

this opinion.' We also hugged this

fond delusion to our soul but what

has the event proved? Instead of

sympathy and interest from the quar-

ter whence it might have been con-

fidently expected, a lamentable failure

to grasp the real significance of the

project and a dejected certainty that

nothing can be done that requires

grit, and that has not 'Success' pasted

many things in common, notably the

same written language there certainly

exists a mutual distrust and dislike.

Those of us who have lived in both

countries for any length of time know

that this was so. As English is the

commercial language—and, if recent

precedent is to be followed, likely to

supplant French as the diplomatic

channel of communication—is it not

probable that, given the opportunity,

the high class young men of China,

who will guide its destinies in the

future, would jump at the opportunity

of acquiring a higher education on

British lines? It must not be supposed

that we are dreamers. We think we

see in the establishment of an Imperial

University at Hongkong a (broadly

considered) profitable Imperial invest-

ment. The 'dividends' will be drawn

by our children's children. We invite

criticisms from opponents and sup-

porters alike, feeling confident that the

closer the scrutiny to which the sug-

gestion is subjected the greater will

appear its advantages and the more

patent its possibilities.

A woolf correspondent, who

describes himself as a Professor of

Dancing, wrote to the Standard last

month complaining of the decadence

in the graceful accomplishment which

was such an evil in the jaundiced eyes

of Lord Byron. Perhaps we are getting

out of date now that our shadow is

before us instead of being behind—out

of sight—but we really believe that

there is much ground for our poor

professor's complaint. Too often the

ball of to-day develops into a romp, and

all the sweet old grace of the 'stately

minut' has been swept contemptuously

aside and the boisterous barn-dance

type of dance now finds favour. Grace

and dignity of movement were the old

ideals, and we may be forgiven if we

think that the exchange for breathless

exhibition has been ill-advised. In

the modern ball-room it would be

difficult to find a belle of whom one

could truthfully write as did Mack-

worth Præd:

I saw her at the County Ball:

There, when the sounds of flute and fiddle

Gave signal sweet to that old ball

Of hand across and down the middle.

Here was the subtlest spell by far.

Of all that set young hearts romancing

She was our queen, our rose, our star;

And then she danced—Oh Heaven! her

dancing!

But—down with the pessimist. This

is only a passing craze and the day is

not far distant when grace of movement

will be esteemed as of greater worth

than noisy exercise.

A writer of an article in the Quarterly

Review on 'The Price of Peace,' elab-

orates a powerful argument to show

that, in the first place, it is not impos-

sible that Great Britain, if opposed by

a strong coalition, might lose command

of the sea, at any rate, temporarily, in

which case she would be exposed to

LEGISLATIVE COUNCIL
ELECTION.

The election of a gentleman to represent the Justice of the Peace in the Legislative Council, in place of Sir Paul Chater, O.M.G., resigned, took place at the City Hall to-day.

There was a large attendance of Justice of the Peace, under the presidency of Mr. F. A. Hazland, First Magistrate.

After reading the regulations governing the election the Chairman announced that the three candidates were:—

Mr. H. W. Slade.

Mr. E. A. Hewitt.

Mr. H. E. Pollock, K.O.

Sir Paul Chater addressed the meeting on behalf of Mr. H. W. Slade, being followed by Mr. J. R. M. Smith, after which Mr. Slade spoke.

Mr. A. G. Wood proposed Mr. Hewitt, and Mr. E. W. Mitchell seconded.

Mr. Hewitt then addressed the meeting, being followed by Mr. J. R. M. Smith, after which Mr. Hewitt spoke.

Mr. H. E. Pollock, K.O., which was seconded by Mr. Playfair, after which Mr. Pollock spoke, being received with loud applause.

A ballot was taken and the scrutineers announced the result of the voting to be:—

Pollock ... 40

Slade ... 23

Hewitt ... 20

Majority for Pollock 17

NEW KING EDWARD HOTEL.

Description of the Premises.

One of the latest additions to Hongkong's architecture is the fine block of buildings in which is situated the new King Edward Hotel. For some time past the proprietors of the hotel have found the old premises inadequate to cope with their business; hence it was that they decided to go into new premises, and the fine structure which was opened to the public this morning is the result. The building is a fine example of the modern style, built after the French Renaissance style. It is 105 feet high to the roof and 129 to the top of the highest spire. The main entrance fronts on Des Voeux Road and the private entrance on Ice House Street. The building is situated on the Frys' reclamation and necessitated the most extensive foundation—piles 40 to 50 feet long, and cement and granite basement being constructed to keep the tide out. Messrs. Leigh and Orange were the architects and deserve great praise for the success they have achieved.

The ground floor is 24 feet high and is faced by white granite pillars and columns, the spandrels being filled in with moulded plaster ornaments of a reserved character. Above this is a column of the Roman Ionic design, which runs through the first and second floors, and shorter Ionic columns carry the intermediate floor. The three upper floors are designed with rusticated pilasters and engaged columns, while the top floor forms an arcade or loggia with bold overhanging cornices in steel and concrete which serve to keep the rain off the entire front of the building, while the customary flagstaff adorns the structure.

The entrance from Des Voeux Road is by a circular passage carrying out two granite monolithic columns which form a fine canopy over the entrance.

The interior of the building is paneled in oak, which we rather fancy has been spoilt to some extent by being in places painted white by the tenants.

The main bar room is entered from Des Voeux Road and is a fine apartment containing a bar and three billiard tables. The roof is supported by columns, and the lighting, as everywhere else in the house, is electric. The office is reached from Ice House Street, which provides a private entrance for guests. At the rear of this is situated a kind of minor garden where visitors may smoke and rest in quietness, and enjoy the fresh air.

An electric lift carries an easy means of communication between the floors, and ascending by it is found the dining room, private billiard room, gentlemen's and ladies' writing and reading rooms, and the ladies' dressing room, guests' room, gentlemen's smoking room, and a music room, etc. All are fine apartments fronting on either Des Voeux Road or Ice House Street, and are very tastefully furnished. The dining room is capable of seating 200 people, and in it the prevailing colour is white with suitable decorations. The roof is supported by pillars and is lighted by electric lights and an ample supply of fans. A private dining room is also arranged for private dinner parties and the use of guests. The remaining floors are occupied by bedrooms, the top one running the full length of the block and commanding a fine view of the harbour, the land and sea, and spacious and airy to a degree and all face on verandahs, these being no back rooms in the building, an advantage that will be readily appreciated.

The bath-rooms, etc., are fitted up in accordance with latest sanitary requirements, and are very convenient and arranged. Hot water is installed throughout. The kitchen is worthy of special mention, being fitted with the very latest modern appliances, including one of the famous George Wright Central Cookers.

During the morning Messrs. Darabeg and Co. were at home to guests in the new building and received many visitors who greatly admired the new premises.

The new building has accommodation for 40 residents; which, together with the annex, brings the total bedroom accommodation up to 70.

Allice Memorial Hospital.

The Hon. Treasurer of the Allice Memorial and Neithorpe Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

W. J. Saunders ... \$50

Hansbury America Line ... 50

M. W. Slade ... 25

Farrell & Co. ... 25

Swans, Harcourt and Harding ... 25

H. F. Aroall ... 25

Brut on, Hutt and Goldring ... 25

H. E. Pollock, K.O. ... 15

H. R. Shaw ... 10

Hughes and Hugh ... 10

A. B. Rouse ... 10

F. X. D'Almeida's Castro ... 10

H. G. Chisholm ... 10

E. M. Hildner ... 10

A. Davidson ... 5

G. L. Tomlin ... 5

A. Friend ... 5

THE MURDER CASE.

A Practical Experiment.

When the Criminal Justice resumed this morning, the Chief Justice, accompanied by the Attorney General, and Counsel for the three Indians who stand charged with murder, and the Jury, visited the scene of the occurrence, a small shed on the wharf of the San Wang Co. After the place had been inspected, one of the Court officials went inside, closing the door after him, and discharged a revolver, the report of which was plainly heard. It might be mentioned that one of the panels was out of the door. As the report was heard Mr. H. G. Outhurst, turning round, said:—“There's no doubt about that!”

“Sounded like a Chinese croaker,” said a spectator.

The party then returned to the Court and the taking of evidence was continued. The case for the prosecution closed and the Counsel for the defense began the address this afternoon, Hon. Dr. Ho Kai submitting that the case as made out by the Crown did not preclude the possibility of accident.

The case had not concluded when we went to press.

HONGKONG TEMPERANCE UNION.

Last evening, in the meeting room of the Soldiers and Sailors Home, the above Union gave a very successful tea and concert whose ultimate purpose was to bid farewell to the men of the services who are returning to England, and to give a welcome to those who have just joined the garrison here. There was a good gathering, for the concert room was quite filled and there was an overflow on the verandah. Mr. McPherson presided. Mrs. Andrew and Mrs. Brown sang. The Misses Andrew and Thomas rendered a duet. Mr. Wilkinson gave a recitation. In each case the effort was thoroughly appreciated by the audience and the work was well done. The gentlemen who were kind enough to assist will, I am sure, overlook the fact that their names are not mentioned here, but they may be assured that their efforts on behalf of the Society, and perhaps better still on behalf of the men, were heartily enjoyed and for that matter they deserved to be. Altogether it was one of the most enjoyable concerts given in the Home for some time.

SPORTING.

GOLF.

The final game for the Ross-Farwell Cup took place at Happy Valley on December 16 to 18. Mr. W. W. G. Ross, with a handicap of 12, won, this being his first win in the competition. The first three men were:—

Mr. W. W. G. Ross ... 86-12-74

Mr. D. B. Murray ... 85-18-77

Mr. J. Clark ... 79-1-78

With this above game the Ross-Farwell Cup competition concluded. The cup was presented by Mr. Kenneth McKenna Ross, two years ago, the conditions being that the cup was to be played for quarterly for a period of two years, the first three persons placed at each competition to receive four, two and one points respectively. Mr. J. Rodgers, who in the competition took the lead with three wins (18 points) and was never caught, winning by two points from Mr. C. M. G. Burns. The final scores were:—

Mr. J. Rodgers ... 12

Mr. C. M. G. Burns ... 10

Mr. T. S. Forrest ... 7

Mr. O. A. Parker, R.N. ... 4

Dr. Muir, R.N. ... 1

Mr. W. W. G. Ross ... 4

Mr. J. Clark ... 2

Mr. C. E. H. Davis ... 2

Mr. D. B. Murray ... 2

Mr. E. V. D. Park ... 2

Mr. T. G. Gray ... 2

Hon. Mr. W. G. Gresson ... 2

Capt. Orlinton ... 2

Dr. Gibson ... 1

Mr. J. Clark ... 1

CRICKET.

R.G.A. v. WEST KEST.

The Sergeant's Mess of the R.G.A. met the Sergeant's Mess of the Royal West Kest in a cricket match at Happy Valley yesterday, the result being a draw. The scores were:—

R.G.A.: Sgt. Traynor, retired, 66;

C.S.M. Thomas, 6; Faulkner, 6; Mills, 6;

Sgt. James, 6; Camplin, 6; Spooner, 6; Sgt. Edwards, 6; Spooner, 4; O.M.S. Clarke, 6;

and Fairholm, 18; Sgt. Marriott, 6; Fairholm, 18; Sgt. Bush, 6; Fairholm, 18;

Sgt. Hammond, not out, 4; Sundries, 2; Total 118.

West Kest: Stringer, 6; Edwards, 4;

Spooner, 6; Bush, 6; Fairholm, run out, 9;

Mills, 15; w., b. Traynor, 41; Bullock, 6;

James, 3; Camplin, 6; Traynor, 13;

Chalkley, 6; James, 7; Minall, not out, 0;

Dorrell, 6; Traynor, 0; Andrews, not out, 1;

Sundries 9; Total for 8 wickets, 81.

Football.

The association football match between the West Kest and the Hongkong A. resulted in an easy win for the soldiers by five goals to nil. A substitute goal-keeper had to play, owing to the Club being a man short, but that five goals were scored against the Hongkong team cannot be wholly attributed to him. The back division did not play at all well, but they did have a few forwards were better. The soldiers played a steady cool game, showing the better skill of the two, and merited their victory.

Rugby.

A Rugby match between the Hongkong football club and Mr. Linpin's team will be played at Happy Valley to-morrow commencing at 4.30 p.m. The following will play for the Club: Fullback, C. T. Costigan; three-quarters, L. C. Larmour, T. E. Parsons, A. O. Lang and O. B. Down; halves, C. M. Preshaw and R. J. Blackburn; forwards, F. O. Hall, J. H. Brown, O. C. Murray, H. F. Hobbins, J. Q. McGillicuddy, E. Rogers, S. C. Yickers and H. F. Chard.

WORTH MORE THAN IT COST.

Medicine is cheap when it does good, no matter what it costs. Stearns' Wine of Cod Liver Oil doesn't cost much and helps everybody that takes it. Stops that coughing.

CORRESPONDENCE.

AN IMPERIAL UNIVERSITY FOR HONGKONG.

(To the Editor of the CHINA MAIL.)

Sir—By initiating a discussion as to the advisability and utility of a University in Hongkong, you certainly will command the sympathies and interest of all lovers of education; and, I might add of all those who have faith in the wisdom of extending British influence in the Far East. Probably there will be little divergence from this opinion. Some great achievements have been taken in hand by individuals—as for instance, the establishment of Home by the late lamented Dr. Barnardo. Men of conspicuous personality have first toiled from over-whelming conviction that such is their duty, and then have announced the results of their modest enlightening to the world, whereupon they have commanded generous support.

The question of a University for Hongkong can hardly be introduced in this modest way—indeed, in no way more satisfactory than by a public discussion. Thereby the possibilities and difficulties of such a Corporation can be looked at all round by those, who—with wide sympathies towards everything that tends to promote progress and efficiency—can talk about it with freedom and frankness.

It may be doubted whether the perfection of wisdom and the sound progress would open the discussion by laying undue influence on the financial problem connected with such an ambitious undertaking. This is a problem which time and experience only can effectively solve. Of course a reasonable forecast is to be commended, and there is every reason why those who think such a University is the need of the hour should be guided by a desire to do it right, and should also remember that it will cost money. A more pertinent question—which which answered in the affirmative has frequently led to success in other undertakings—is, would a University in Hongkong first create and then meet the needs of a constantly increasing number of young men throughout the Southern provinces of China, who now seek a more complete mental equipment than is at present available either in Hongkong or on the mainland, in Japan or abroad? I believe that one answer only can be given to this question. Such an Educational Corporation in Hongkong would surely command itself to the Chinese, who would, in ever increasing numbers, flock to it, its class-rooms, and its professors.

It is a proverbially delicate matter to touch other people's money, and it is one of the easiest to be abused. To suggest ways in which other people's money may be used, is to suggest ways in which it may be misused. In the past has not been without its mischievous benefactors and probably to-day there are those who would be willing to assist in founding an Imperial University in Hongkong. At any rate, it should not be forgotten that an enterprise of this kind is a serious one, and that the cordials between the Imperial Government, the Hongkong Government, and private individuals were possible; and if this were effected, the thing could be done.

There need not be, I think, any hesitation as to whether financial support from a University in effective working order. I believe there are at present in Hongkong educational establishments, whose class-rooms and dormitories are crowded, where substantial fees are charged and paid for tuition, board and adequate supervision, and where there is great need for more of the number of students working on a large scale. Whilst this is so, where there is no pretence to a University or Public School education, but one on sound English lines, there is every reason to assume that the number of students able and willing to pay for an adequate modern mental equipment will be sufficient to fill all available spaces, and at the same time to furnish sufficient funds to meet all or nearly all current expenditure. But after all, Sir, as you pointed out in your second leader dealing with the question, if we handle the matter of a Hongkong University with a view to seeking a money-making concern, then it will be a money-making concern before we touch it, we should be wiser to consult your share list, with a view to investing any spare dollars we have in the Duke or Star Ferry shares. The promoters of such a University, with perhaps the most intelligent natives behind them, would be wise to keep the zone of dividends—at least for the start. When one approaches the utility of an Imperial University—the measure of blessing it would offer to those who seek its advantages, one is confronted at the first step by the somewhat serious obstacle of language. It would be a serious difficulty. In the colonial establishment of North China, to which reference has been made in this discussion, I believe that much of the instruction is given in the native tongue; and as throughout the North Mandarin of more or less purity is spoken, there is no difficulty to be met with. The area is wide for those students flock to the seats of learning, in which they can and do receive an excellent training in their own tongue. As is well known—the dialects or languages of the South of China are legion, and though Cantonese might justly claim the premier place, it would not meet the needs of all. The tuition must therefore be in the English tongue.

But probably this was intended by those who first of all suggested the wisdom of an Imperial University here. It is true that medieval days English students flocked to the continent, and in exchange for their brilliant studies in the universities of the continent, they brought back to their native land a knowledge of the language at home, and a little practice results in fluency. Language here would certainly offer a difficulty, but need not and must not be regarded as an insurmountable obstacle. There are at present thousands of Chinese who, not only in Hongkong and the Treaty Ports, but even in the interior cities, are acquiring a smattering of the English tongue, and if it were known that in Hongkong, under a liberal and enlightened Government, a shelter was provided where the more advanced could not only perfect themselves in English, but at the same time secure a sound education, I believe that even at present there are numbers sufficient to fill the class room, and in ever increasing numbers, as time goes on, would offer silver in exchange for their minds in the keeping of those capable of directing them. Such a University, whose destinies were guided by those who understood the Chinese mind, and who, whilst encouraging everything that is best in the Western system, would be a grand triumph for Hongkong, and crown what has already been achieved, by commerce and engineering.

KENNEDY.

Hongkong, December 20.

THE HONGKONG RACES.

The Coming Meeting.

The following are the events to be contested at the Hongkong races, March 1, 2 and 3:—

FIRST DAY.

1.—THE WONG-NEI-PONG STAKES.—Value \$200. Second to receive \$100; and Third \$50. For China Ponies Subscription Grifflins of the Season. HALF-A-MILE.

2.—THE VICTORIA STAKES.—A Sweepstakes of \$10 each with \$300 added. Second to receive \$100; and Third \$50. For China Ponies. ONE MILE.

3.—THE VALLEY STAKES.—A Sweepstakes of \$10 each with \$300 added. Winner to receive 70 per cent.; Second 20 per cent.; and Third 10 per cent. For China Ponies Subscription Grifflins of this Season. THREE-QUARTERS-OF-A-MILE.

4.—THE MAIDEN STAKES.—Value \$300. Second to receive \$150; and Third \$50. For China Ponies bond side Grifflins on date of entry. THREE-QUARTERS-OF-A-MILE.

5.—THE FOOTCUP.—Value \$300. Second to receive \$100; and Third \$50. For China Ponies. TWO MILES.

6.—THE GARRISON CUP.—Presented by the Officers of the Garrison. Second to receive \$150; and Third \$50. For China Ponies bond side Grifflins on date of entry. FROM THE TWO MILE POST ONCE ROUND AND IN.

7.—THE CHINESE CLUB CUP.—Presented by the Members of the Chinese Club. Second to receive \$100; and Third \$50. For China Ponies Subscription Grifflins of any Season. ONE MILE.

8.—THE LUSITANO CUP.—Presented by the Members of the Club Lusitano. For China Ponies bond side Grifflins on date of entry. Second to receive \$100; and Third \$50. ONE MILE.

9.—THE HONGKONG CLUB CUP.—Presented by the Members of the Hongkong Club. Second to receive \$300; and Third \$50. For China Ponies. ONE MILE AND A HALF.

10.—THE COMMODORE CUP.—Presented by Commodore CHARLES G. DICKER, R.N. Second to receive \$100; and Third \$50. For China Ponies Subscription Grifflins of this Season. FIVE FURLONGS.

SECOND DAY.

1.—THE JOCKEY CUP.—Value \$250. Second to receive \$100; and Third \$50. For China Ponies Subscription Grifflins of any Season. ONCE ROUND.

2.—THE EXCHANGE PLATE.—Value \$1,000. Presented by the Bankers and Exchange Brokers of Hongkong. Second to receive \$150; and Third \$50. For China Ponies. FROM THE TWO MILE POST ONCE ROUND AND IN.

3.—THE HONGKONG DERBY.—A Sweepstakes of \$20 each with \$1,500 added. (Half Forfeit if declared on or before day of closing entries.) For China Ponies bond side Grifflins on date of entry. First Pony to receive 70 per cent.; Second 20 per cent.; and Third 10 per cent. 2 1/2 MILES AND A QUARTER.

4.—THE GERMAN CUP.—Presented by Members of the Club Germania. Second to receive \$150; and Third \$50. For China Ponies Subscription Grifflins of this Season. ONE MILE AND A QUARTER.

5.—THE GOLD COAST CUP.—Presented by His Excellency Sir Matthew Nathan, K.C.M.G. Second to receive \$100; and Third \$50. For China Ponies. FIVE FURLONGS.

6.—THE PROFESSIONAL CUP.—Presented. Second to receive \$100; and Third \$50. For Grifflins on date of entry and Ponies that have never won a Race. ONE MILE.

7.—THE CHALLENGE CUP.—Value One hundred Guineas. Winner to receive \$300 and 70 per cent. Second \$100 and 20 per cent. and Third \$50 and 10 per cent. of the Entrance Fees until the Cup is finally won, when the Second Pony will receive 75 per cent., and Third Pony 25 per cent. of the Entrance Fees. ONE MILE AND THREE-QUARTERS.

8.—THE PINEAPPLE CUP.—Presented by the Pines Community. Value \$350. Second to receive \$100; and Third \$50. For China Ponies bond side Grifflins on date of entry. ONE MILE AND A QUARTER.

9.—THE GYMKHANA CLUB CUP.—Value \$50. Presented by the Members of the Gymkhana Club. Second to receive \$100; and Third \$50. For all China Ponies that have been in the Colony prior to September 1st, 1905, and Subscription Grifflins of this Season. THREE-QUARTERS-OF-A-MILE.

THIRD DAY.

1.—THE GRAND STAND STAKES.—Value \$400. Second to receive \$100; and Third \$50. For China Ponies bond side Grifflins on date of entry. THREE-QUARTERS-OF-A-MILE.

2.—THE GRAY SOUTHERN STAKES.—Value \$50. Second to receive \$150; and Third \$50. For China Ponies. ONE MILE.

3.—THE GOVERNOR'S CUP.—Presented by His Excellency Sir Matthew Nathan, K.C.M.G. Second to receive \$100; and Third \$50. For China Ponies Subscription Grifflins of this Season. ONE MILE AND A HALF.

4.—THE LADIES' PURSE.—Presented. Second to receive \$150; and Third \$50. For China Ponies. ONCE ROUND.

5.—THE FLYWAY STAKES.—Value \$40. Second to receive \$100; and Third \$50. For China Ponies bond side Grifflins on date of entry. SEVEN FURLONGS.

6.—THE PINEAPPLE CUP.—Presented by the Pines Community. Value \$350. Second to receive \$100; and Third \$50. For China Ponies bond side Grifflins on date of entry. ONE MILE AND A QUARTER.

7.—THE CONSOLATION STAKES.—A Sweepstakes of \$10 each with \$100 added. Second to receive \$100; and Third \$50. For China Ponies that have run and not won at this Meeting. THREE-QUARTERS-OF-A-MILE.

8.—THE HONGKONG STAKES.—Value \$200. Second to receive \$150; and Third \$50. A forfeit for China Ponies Subscription Grifflins of this Season. ONE MILE AND A HALF.

9.—THE CHAMBERLAIN STAKES.—Value \$300 added. Second to receive \$250; and Third \$100. For China Ponies winners at this Meeting only. A forfeit only.

10.—THE NEW ZEALAND STAKES.—A Sweepstakes of \$5 each with \$250 added. Second to receive \$100; and Third \$50. For China Ponies Subscription Grifflins of this Season that have run and not won at this Meeting. FIVE FURLONGS.

THE BOYCOTT IN INDIA.

[BY AN INDIAN.]

At the present moment, when one hears so much of the Chinese Boycott of American goods, I think it would be of some interest to the readers of the CHINA MAIL, to know the views held by an average Indian, concerning the 'Indian Boycott of Foreign Goods.' The writer of these lines left India in the middle of October last, when the Boycott was at its height in Calcutta.

THE CAUSE.

The present Indian Boycott was brought about by the passing of the scheme for the partition of Bengal into two provinces. The people of Bengal, in one voice, strongly protested against this move on the part of the Indian Government. The entire native press agitated against it, meetings were held all over Bengal, petitions and resolutions were sent up to the Government, and all other constitutional means were adopted to prevent this bill being passed.

The people in the sister provinces sympathized with the Bengalees and the whole native press in India agitated against the scheme being translated into action. But Lord Curzon, the then head of the Supreme Government of India, was firm in carrying out his resolve and the bill was passed in face of the unanimous protests of the people. Still the protests continued and petitions and resolutions were sent up to the Secretary of State for India to prevent, if possible, his sanction being accorded to this act. But all these proved in vain, and on October 16 was fixed as the day when the new scheme would come into operation. To discuss, here, as to who was in the right, the Government or the people, would be futile and out of the province of the subject in hand.

THE EFFECT.

of the partition scheme being thus brought into operation against the universal and emphatic protests of the people, was the boycott of English goods. The people pledged themselves to boycott the English goods, to use as far as possible Indian articles, to protect the Home industries, and to encourage Indian artisans and skilled labourers.

A DISAPPROPRIATE VIEW.

The writer of these lines would leave alone the political aspect of the question; for despite the present boycott of foreign goods—being the immediate result of the partition of Bengal—it would probably never have been brought about in its present intensity but for the political; yet, it is in the 'industrial' and 'commercial' aspect alone that it concerns the outer world, or has been taken up by the people of the other provinces of India. The latter statement needs explaining and if calmly considered is sure to lead one to a dispassionate view of the whole question.

In India, the movement is known by the name of 'Swadeshi' and as such is not a new movement at all, but, in fact, existed all along, in all parts of India. 'Swadeshi' means 'For the Country,' and it is not India alone which fosters this 'Swadeshi' spirit. In England, Germany, United States, Japan and other advanced countries, you find this 'Swadeshi' sentiment—the sentiment to stand by one's country, to try to develop its resources, to encourage the Home industries, and to patronize indigenous products in preference to the imported goods; these sentiments, I should think, are such as every nation or country may well be proud of. And yet the 'Boycott of foreign goods in India,' which is so much stigmatized, has for its aim these very things and would never have been taken up by the people of the provinces other than Bengal, had it not been for the political aspect of the question. The 'Swadeshi' movement aims at developing the resources of India, protecting the indigenous industries, and encouraging the Indian workmen, artisans, and labourers. At present, India is a country which produces raw materials only, which are sent abroad where they undergo manufacture by skilled labour and then come back to India as finished goods. The price which India has to pay for these raw materials to be manufactured goes to foreign workpeople while the Indian workmen, artisans, and labourers, are dying with hunger. The sole object of the 'Swadeshi' or 'Boycott' movement is to reverse this order of things and produce such changes, both internal and external, that may lead India, to treat its raw materials within the country, and instead of sending its money to the foreign countries, may use it in developing industry until it ranks as a manufacturing country and supports its people. This is the light in which the average Indian views this question, and this is the view which is being emphasized by the native press of India.

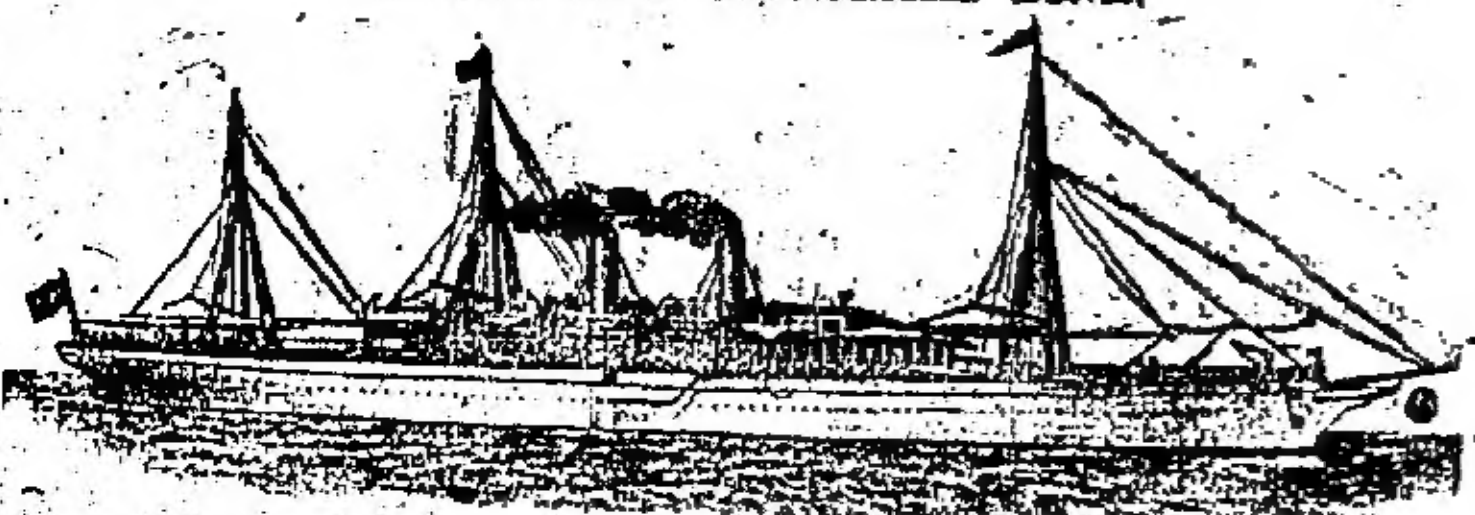
Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

FOR	STEAMERS	TO SAIL ON	REMARKS
YOKOHAMA, via SHANGHAI, JAPAN	EMERALD	About 26th December	Freight and Passage.
MOJI AND KOBE	F.P. MARTIN, R.N.N.		
SHANGHAI	OSAKA	About 30th December	Freight and Passage.
	W. HAYWARD, R.N.N.		
LONDON, &c.	CHUSAN	Next, 30th December	See Special Advertisement.
	H.W. KERRICK, R.N.N.		

E. A. HEWETT, &c. printed.

P. & O. S. N. Co.'s Office,
Hongkong, December 16, 1905.CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.
The only Line that MAINTAINS a Regular Schedule Service of 12 Days across the Pacific in the "EMERALD LINE" SAVING 3 to 7 DAYS OCEAN TRAVEL.
12 DAYS YOKOHAMA TO VANCOUVER.
21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration)	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. EMERALD OF CHINA	6600 Tons	WEDNESDAY, Jan. 10	Jan. 31
ATHLETIC	3520 Tons	WEDNESDAY, Jan. 24	Feb. 17
EMERALD OF INDIA	6000 Tons	WEDNESDAY, Feb. 7	Feb. 28
TARTAR	4425 Tons	WEDNESDAY, Feb. 21	Mar. 17
EMERALD OF JAPAN	8000 Tons	WEDNESDAY, Mar. 7	Mar. 28

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.
Hongkong to London, 1st Class, via St. Lawrence 280, via New York 262, Intermediate on Steamers, £40, " " £42, and 1st Class Rail " " £40, " " £42.

R.M.S. TARTAR ATHLETIC Carry INTERMEDIATE Passengers only at Intermediate rates, affording superior accommodation for that Class. Passengers booked through to all principal ports and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further Information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. E. BROWN, General Agent,
Corner PRINCE STREET and PRINCE ALBERT, Opposite Bank of China, Hongkong, December 13, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* MANILA	YUEN-SANG, FRIDAY	Dec. 22, at 4 P.M.
* SHANGHAI	YUEN-SANG, FRIDAY	Dec. 22, at 4 P.M.
* SINGAPORE, PENANG, LAKEHAT, AND CALCUTTA	YUEN-SANG, SATURDAY	Dec. 23, at 3 P.M.
* SHANGHAI	YUEN-SANG, WEDNESDAY	Dec. 27, at 3 P.M.
* SINGAPORE, PENANG, LAKEHAT, AND CALCUTTA	YUEN-SANG, SATURDAY	Dec. 30, at 3 P.M.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Chefoo and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

755



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
* DAIGI MARU, Capt. G. TADA	TAMSU, via SWATOW AND AMOY	SUNDAY, Dec. 24, 10 a.m.
* DAIGI MARU, Capt. H. OHTA	TAMSU, via SWATOW AND AMOY	SUNDAY, Dec. 31, 10 a.m.
* THE CHARTERED S.S. ERITHJOF, Capt. E. HALLADAY	ANPING, via SWATOW AND AMOY	WEDNESDAY, Dec. 27, 10 a.m.
* ANPING MARU, Capt. N. KOBAYASHI	SHANGHAI, via SWATOW AND AMOY	THURSDAY, 4th Jan., 10 a.m.
* DERIMA, Capt. SCHLAEGER	FOOCHOW, via SWATOW AND AMOY	4th Jan., 10 a.m.

* This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, December 20, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWNSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
LYRA	4417	G. V. Williams	About Dec. 23.
SHAWMUT	9506	E. V. Roberts	About Jan. 24.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COINBINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The Twin-screw s.s. Shawmut and Lyra are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels secures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.
For further information, apply to

Dodwell & Co., Limited,
GENERAL AGENTS.
HONGKONG BUILDINGS,
Hongkong, December 19, 1905.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	TELEGRAPHIC	22nd December.
GLASGOW AND LIVERPOOL	TELEGRAPHIC	22nd January.
GLASGOW AND LIVERPOOL	SAINT BEDE	2nd "
GLASGOW AND LIVERPOOL	PATROCLOS	3rd "
GLASGOW AND LIVERPOOL	ANTHONY	16th "
GLASGOW AND LIVERPOOL	OPAC	23rd "
GLASGOW AND LIVERPOOL	NINCHOW	24th "
GLASGOW AND LIVERPOOL	ACHILLE	20th "
GLASGOW AND LIVERPOOL	TELEGRAPHIC	6th February.
GLASGOW AND LIVERPOOL	ALCIBIOUS	13th "

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	TYDEUS	22nd January.
AMSTERDAM, LONDON & ANTWERP	INDENKUS	16th "
* GENOA, MARSEILLES & LIVERPOOL	PAK LANG	24th "
AMSTERDAM, LONDON & ANTWERP	STENTOR	30th "
* GENOA, MARSEILLES & LIVERPOOL	SAINT BEDE	13th February.
AMSTERDAM, LONDON & ANTWERP	PATROCLOS	20th "
AMSTERDAM, LONDON & ANTWERP	ANTHONY	27th "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES OF
AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and TELEGRAPHIC	TYDEUS	24th December.
PACIFIC COAST PORTS, via NAGA	INDENKUS	24th January.
SAKI, KOBE & YOKOHAMA	NINCHOW	24th January.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA	TYDEUS	20th December.
AND PACIFIC COAST	INDENKUS	25th January.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 19, 1905.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
KOBE AND NAGASAKI	PAKONG	22nd December.
SHANGHAI	PAKONG	23rd December.
YOKOHAMA	YOCOW	23rd December.
YOKOHAMA & KOBE	CHINOTU	24th December.
MANILA	TAKING	27th December.
ZAMBOANGA PORT DAWLIN		
THURSDAY ISLAND, COOKTOWN,	CHANGSHA	27th December.
CAIRNS, TOWNSVILLE, BRISBANE,		
SYDNEY & MELBOURNE		
CEBU & ILOILO	SUNGKING	28th December.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Toilet. A duly qualified Surgeon is carried.
* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, December 21, 1905.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light—Perfect. Captain—Surgeon, and Stewardesses carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For.	Sailing Dates.
RUBI	2540	R. Almond	Manila	Dec. 22, at 5 p.m.
ZAFIRO	2540	R. Rodger	Manila	Dec. 30, at Noon.

For Freight or Passage, apply to
Shewan, Tomes & Co.,
General Managers.

Hongkong, December 20, 1905.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND
SUEZ CANAL
(WITH LIBERTY TO CALL AT THE
MALABAR COAST).

Steamship.	Tons.	Captains.	For.	Sailing Dates.
RUBI	2540	R. Almond	Manila	Dec. 22, at 5 p.m.
ZAFIRO	2540	R. Rodger	Manila	Dec. 30, at Noon.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, December 10, 1905.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND
SUEZ CANAL
(WITH LIBERTY TO CALL AT THE
MALABAR COAST).

Steamship.	Tons.	Captains.	For.	Sailing Dates.
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Hongkong, December 10, 1905.

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ZAFIRO	2540	R. Rodger	Manila	Dec. 30, at Noon.

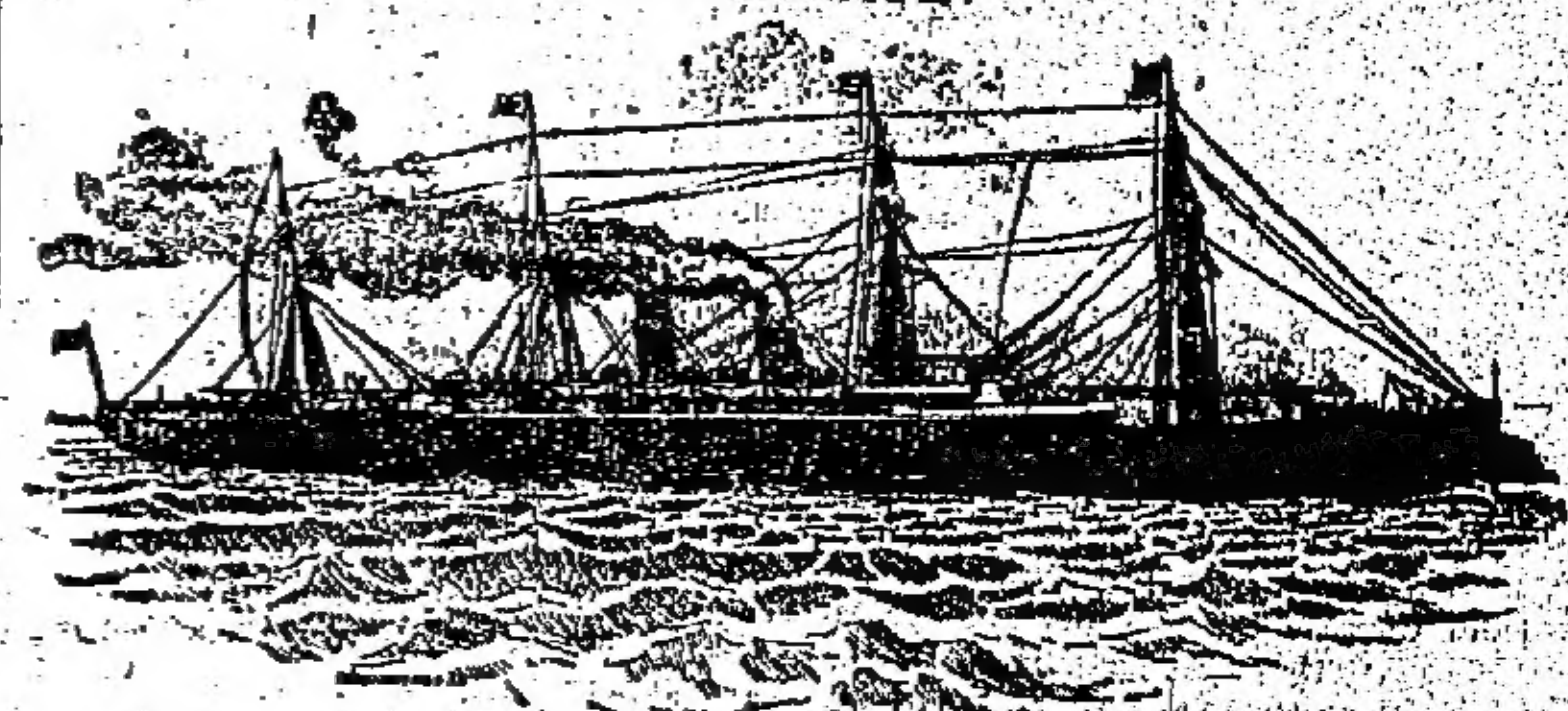
For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, December 10, 1905.

Shipping.

PACIFIC MAIL S.S. CO.
OCCIDENTAL AND ORIENTAL S.S. CO.
TOYO KISEN KAISHA.

U.S. MAIL LINES.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND SOUTH AMERICA,
AND EUROPE.

SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via MONTEVIDEO, on OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	TO SAIL
ALGOA, 7,575 Gross Tons	TUESDAY, 26th Dec., at Noon.
* MONSIEUR, 27,000 "	WEDNESDAY, 27th Dec., at Noon.
CHINA, 10,200 "	FRIDAY, 19th Jan., at Noon.
DORIC, 6,500 "	FRIDAY, 26th Jan., at Noon.
* MANCHURIA, 27,000 "	FRIDAY, 26th Jan., at Noon.
* KOREA, 18,000 "	TUESDAY, 6th Feb., at Noon.
* SIBERIA, 18,000 "	FRIDAY, 18th Feb., at Noon.
* Twin Screw	FRIDAY, 23rd Feb., at Noon.

Yokohama to San Francisco, via KOREA, 18,000 tons. September 12-27th 1905; 10 days, 11 hours and 5 minutes.
San Francisco to Yokohama, via SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 10 hours.
San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu, en route, August 16th-31st, 1905; 15 days, 18 hours.
Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 18th to 23rd, 1905; 10 days, 10 hours and 20 minutes.

* The ALGOA will be despatched for SAN FRANCISCO, via MANILA DIRECT, on TUESDAY, the 26th December, at Noon, taking Cargo for the United States. The P. M. Steamship MONSIEUR will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI (INLAND SEA), KOBE, YOKOHAMA, HONOLULU, on WEDNESDAY, the 27th December, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
The rate of Freight for transportation to Yokohama and other Japan Ports, to San Francisco, to Alaska and Inland Cities of the United States, via Overland Railway, by the Companies' and connecting Steamers, to Mexico, Central and South America, by the Companies' and connecting Steamers.
For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS, HONGKONG, December 21, 1905.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN,
MOJI, KOBE & YOKOHAMA; FOR
PORTLAND, OREGON.

STEAMSHIP.	Tons.	Captain.	To SAIL AT DAYLIGHT ON
NICOMEDIA	4370	WAGNER	Dec. 22, 1905.
OMANTIA	4370	FELDMANN	Jan. 7, 1906.
ARABIA	4488	MEYER	Jan. 31, 1906.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.
Hongkong, December 21, 1905.

GREAT NORTHERN STEAMSHIP CO.

FOR SEATTLE, via SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA
(PASSING THROUGH THE INLAND SEA OF JAPAN).THE MAGNIFICENT NEW TWIN-SCREW STEAMERS
'MINNESOTA' AND 'DAKOTA'
(Each Tons 20,718 Gross Reg.)

Will be despatched from Hongkong as follows—
DAKOTA, Captain E. FRANK, On or about SATURDAY, 27th JANUARY, 1906.
MINNESOTA, Captain J. H. RIDER, On or about FRIDAY, 16th MARCH, 1906.

Conveying Cargo to the Pacific Coast, United States and Canadian Overland Common Ports; also Passengers to the United States, Europe, &c.
These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.
Cargo and PARCELS carried at low rates to all ports of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.
Trans-Pacific Cabin Passengers by this Line can be assured TRAVEL BY RAIL, between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Agents.

Hongkong, December 20, 1905.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS.	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TOJANAS	JAVA	Second half December	JAPAN, via SHANGHAI	Second half December
TOJIAHI	JAPAN	First half January	JAVA PORTS	First half January
TOJILWONG	JAVA	First half January	JAPAN, via SHANGHAI	Second half January
TOJILATJAP	JAVA	Second half January	JAPAN, via SHANGHAI	First half February

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of cabin passengers, and will take cargo to all Ports in Netherlands, India on through B.I.

For particulars of Freight and Passage, apply to the
HEAD AGENCY,
Java-China-Japan Line,
YORK BUILDINGS, FIRST FLOOR,
HONGKONG, December 18, 1905.

Not Responsible for Debts.
NEITHER the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Steamers during their stay in Hongkong Harbour:
ANARA, British Steamship, Captain Williamson—Doddwell & Co., Ltd.
Hongkong, July 4, 1904.

SIR ROBERT HART'S
MEMORANDUM.
A Series of Articles on Sir Robert Hart's Services to the Improvement of China, reprinted from the China Mail. To be had in pamphlet form at this Office.
Price 60 Cents.
Hongkong, July 4, 1904.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship HAIMUN, Captain A. J. ROBERTSON, will be despatched for the above Port on FRIDAY, the 22nd inst., at 10. For Freight or Passage, apply to DOUGLAS, LAITRAH & Co., 9, General Managers, Hongkong, December 10, 1905. 2363

AUSTRIAN LLOYD'S STEAMSHIP COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship CHITRA, Captain TAMAROVICH, will leave for the above places on FRIDAY, the 22nd inst., at Noon. For Freight or Passage, apply to SANDER, WISLER & Co., Agents, Prince's Building, Hongkong, December 10, 1905. 2364

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS, FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship POLYNESIE, Captain BROC, will be despatched for the above ports on or about MONDAY, the 25th inst. G. de CHAMPEAUX, Agent, Hongkong, December 19, 1905. 2345

MESSAGERIES MARITIMES.

FEENEE MAIL STEAMERS. STEAM TO SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship ARMAND BEHIC, Captain GUONIER, will be despatched for MARSEILLES on TUESDAY, the 26th December, at 1 P.M. Passage Tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in Europe. Next Sailing will be as follows: S.S. ERNEST SIMONS, Jan. 9, 1906. S.S. POLYNESIE, Jan. 23, 1906. S.S. CALISTO, Feb. 6, 1906. G. de CHAMPEAUX, Agent, Hongkong, December 12, 1905. 2300

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamer from COLOMBO to Marseilles & London	Due at Marseilles (Brindisi 2 days earlier)	Due at PLYMOUTH London 1 day later
ABOARDIA 7000	Nov. 20	BEITANNA 7000	Saturday, Mar. 10	Friday, Mar. 16
DELHI 8000	Feb. 24	MOLDAVIA 10000	Mar. 24	Mar. 30
DONGOLA 8000	Mar. 24	MONGOLIA 10000	Apr. 13	Apr. 19
DELTA 8000	Apr. 7	MOULTAN 10000	Apr. 21	Apr. 27
DOUBA 7000	Apr. 7	MAHORA 10000	May 5	May 11
ABOARDIA 7000	Apr. 21	VICTORIA 7000	May 20	May 26
DEVANIA 8000	May 5	HIMALAYA 7000	June 3	June 9
DONGOLA 8000	May 19	INDIA 8000	June 17	June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due at LONDON
JAPAN 4500	February 14	March 31
SUMATRA 4500	February 28	April 14
NUBIA 6000	March 14	April 28
JAVA 4500	March 28	May 12
FORMOSA 4500	April 11	May 25

These Steamers can also call at Singapore, Penang, Colombo, and at Malta or Marseilles.

* JAPAN, OCEAN, and FORMOSA carry only First Saloon Passengers.

For Passage, Apply to

E. A. HEWETT,

Superintendent.

Hongkong, December 13, 1905.

MIYAKO HOTEL,
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

December 5, 1904.

OSAKA HOTEL,
NAKANOSKIMA PARK,
OSAKA, JAPAN.

(TELEPHONE No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.

R. EARI, Manager.

December 5, 1904.

Shipping.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling MANILA, at Tientsin, Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Taranaki, &c.)

THE Steamship

AUSTRALIAN,

Captain W. G. McAlister, will be despatched for the above ports on WEDNESDAY, the 27th December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, December 4, 1905.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW-YORK AND BOSTON.

With Liberty to call at the Malabar Coast.

THE Steamship

COLLADON,

Captain Henry, will be despatched for the above ports on or about TUESDAY, the 2nd January, 1906.

For Freight, apply to

ARNHOLD, KAHNBERG & Co., Agents.

Hongkong, December 2, 1905.

REGULAR

STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to call at Malabar Coast. Through Sailings from HONGKONG.

STEAMERS

To SAIL 1906.

ATHOLIS About Jan. 9.

For Freight and further information, Apply to

DODWELL & CO., LTD., Agents.

Hongkong, December 19, 1905.

Shipping.

FOR NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to call at Malabar Coast Ports.)

THE Steamship

HUDSON,

Captain J. B. BURNETT,

The above steamer will be despatched here, as above, on or about January 15th, 1906.

For Freight or other information, apply to

STANDARD OIL COMPANY OF NEW YORK.

Oriental Freight Department, Hotel Mansions, 2nd Floor.

Hongkong, December 15, 1905.

THE CHINESE MAIL

FOR NEW-YORK AND BOSTON.

PURELY NATIVE DIRECTION.

THE CHINESE MAIL

FOR NEW-YORK AND BOSTON.

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PURELY NATIVE DIRECTION.

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FOR NEW-YORK AND BOSTON.

PURELY NATIVE DIRECTION.

THE CHINESE MAIL

Banks.

THE KOWLOON SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED YEN 24,000,000

CAPITAL PAID-UP " 18,000,000

CAPITAL UNPAID " 6,000,000

RESERVE FUND " 9,940,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS:

TOKYO, KOBÉ, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, TIENTSIN, NEWCHANG, HANKOW, PEKING, MUKDEN, PORT ARTHUR, CHENGUO, TIE-LING, OSAKA.

LONDON BANKERS:

The London Joint Stock Bank, Limited, Parr's Bank, Limited, The Union of London and Smiths Bank, Limited.

HONGKONG BRANCH—Interest allowed. On Current Account at the Rate of 2% per annum on the daily balance.

On fixed deposits for 12 months, 6% per annum.

On fixed deposits for 6 months, 4% per annum.

On fixed deposits for 3 months, 3% per annum.

TAKEO TAKAMICHI, Manager.

Hongkong, September 26, 1905.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853. HEAD OFFICE, LONDON.

CAPITAL PAID-UP " £800,000

RESERVE FUND " £800,000

RESERVE FUND " £275,000

INTEREST allowed on Current Accounts at the rate of 2% per annum on the daily balance.

On Fixed Deposits for 12 months 4% " " " 6 " 3% " " " 3 " 2% " " " T. P. COCHRANE, Manager.

Hongkong, May 19, 1905.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000

SUBSCRIBED CAPITAL £1,250,000

PAID-UP CAPITAL £1,250,000

RESERVE FUND £110,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the daily balance.

On Fixed Deposits:— For 12 Months " 4% " 6 " 3% " 3 " 2% " T. P. COCHRANE, Manager.

Hongkong, June 30, 1905.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £10,000,000

RESERVE FUND £10,000,000

Sterling Reserve £10,000,000

Silver Reserve £5,000,000

RESERVE LIABILITY OF PROPRIETORS £10,000,000

COURT OF DIRECTORS:

H. A. W. SLADE, Esq., Chairman.

A. HADY, Esq., Deputy Chairman.

Hon. C. W. DICKSON, Esq., A. J. Raymond, Esq., G. Goetz, Esq., F. Salinger, Esq., C. R. Lehmann, Esq., E. Steiner, Esq., G. H. Medhurst, Esq., N. A. Slats, Esq.

CHIEF MANAGER: Hongkong—J. R. M. SMITH, Manager.

Shanghai—H. E. R. HUNTER, Manager.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:— For 3 months 2 1/2 per cent. per annum. " 6 " 3 " " " 12 " 4 " " J. R. M. SMITH, Chief Manager.

Hongkong, November 16, 1905.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of £100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation, J. R. M. SMITH, Chief Manager.

Hongkong, May 1, 1905.

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

CAPITAL SUBSCRIBED YEN 5,000,000

CAPITAL PAID-UP YEN 2,500,000

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES AND AGENTS:

Amoy, Kobe, Tientsin, Anping, Nagasaki, Tamsui, Foochow, Osaka, Tokyo, Keelung, Shanghai, Yokohama.

HONGKONG OFFICE:

A. QUEEN'S OFFICE.

Interest allowed on Current Account. Deposits received on terms which may be learnt on application.

S. SHIGENAGA, Manager.

Hongkong, February 2, 1904.

Banks.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORIZED GOLD \$10,000,000

CAPITAL, PAID-UP GOLD \$3,250,000

RESERVE FUND GOLD \$3,250,000

HEAD OFFICE—NEW YORK.

LONDON OFFICE—THREADEMERE HOUSE, E.O.

LONDON BANKERS:

National Provincial Bank of England, Ltd. Union of London and Smiths Bank, Ltd. British Lines Company Bank.

BRANCHES & AGENTS ALL OVER THE WORLD.

THE Corporation Transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at the following rate:—

For 12 months 4 1/2 per cent. per annum.

For 6 " 4 " per cent. per annum.

For 3 " 3 " per cent. per annum.

No. 9, QUEEN'S ROAD CENTRAL, HONGKONG.

H. PINCKNEY, Manager.

Hongkong, September 26, 1905.

INSURANCES.

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept Risks at Current Rates.

ALEX. BOSS & CO., Hongkong, April 28, 1904.

FIRE BRANCH.

THE Undersigned, having been appointed AGENTS for the above, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES & CO., Hongkong, March 23, 1904.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FRANCHISE at 31st December, 1904, £17,161,299.

Authorized Capital £3,000,000

Subscribed Capital £2,750,000

PAID-UP CAPITAL £2,750,000

12-Fire Funds £5,001,266 12 9

12-Life & Annuity Funds £3,472,582 7 0

Revenue Fire Branch £217,161 99 9

Life & Annuity Branches £1,632,216 3 4

Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO., Agents.

Hongkong, June 29, 1905.

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Attentive Tea Rooms.

Private Bar and Billiard Room.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Cable 2nd Floor at Separate Tables.

For terms, &c., apply to the MANAGER.

Hongkong, June 10, 1905.

THE BEST BILLIARD TABLES

IN THE COLONY ARE AT

THE KOWLOON HOTEL, CABLE ADDRESS "CHEF" KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine. Beautiful Garden.

MODERATE CHARGES.

J. W. OSBORNE, Proprietor and Manager.

Hongkong, October 30, 1905.

NOTICES TO CONSIGNEES.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, Fiume, Port Said, Suez, Aden, Bombay, Colombo, Penang and Singapore.

The Company's Steamship *China*, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings cargo from Zanzibar ex s.s. *Korier* transhipped at Aden.

From Trieste ex s.s. *Imperator* transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 27th December, 1905, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th December will be subject to risk. Bills of Lading will be countersigned by SANDER, WISLER & Co., Agents.

Hongkong, December 20, 1905. 2361

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

The Company's Steamship *Sheld*, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside the discharge or remaining on board after 4 p.m. To-day, the 20th inst., will be landed at Consignees' risk and expense.

This Vessel brings on Cargo ex *Zamanta* and *Tara* from Madras and Pondicherry.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, December 19, 1905. 2310

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

The Steamship *Catherine Apat*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 4 p.m. of the 22nd December, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take immediate delivery of their Goods from along-side; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co. Ltd., Agents.

Hongkong, December 19, 1905. 2355

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER MALACCA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before.

Goods not cleared by the 24th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, December 19, 1905. 2339

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER DELTA.

FROM ANTWERP, LONDON, BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo from LONDON, ex s.s. *Himalaya*.

From AUSTRALIA, ex s.s. *China*.

From PENANG, ex s.s. *E. L. S. N.* and *B. P. S. N.* Co's steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 p.m. To-day.

Goods not cleared by the 21st inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, December 16, 1905. 2323

SHIPPING.

ARRIVALS.

December 20.
Tungking, British str., 1,172, Bichard, Wuhu December 16, Rice. — JARDINE, MATHESON & Co.

December 21.
Chingta, British str., 1,459, J. McD. Howie, Australia Nov. 21, and Manila Dec. 18, General. — BUTTERFIELD & SWIRE.

December 21.
Hainan, British str., 636, A. J. Robson, Swatow December 20, General. — DOUGLAS STEAMSHIP CO.

December 21.
Elita Nossack, German steamer, 1,160, W. Larsen, Chinkiang Dec. 15, Rice and General. — STEAMER & CO.

December 21.
Yunnan, British str., 1,206, W. Miller, Wuhu and Chinkiang Dec. 16, General. — BUTTERFIELD & SWIRE.

December 21.
Wakamatsu Maru, Japanese str., 2,774, Y. Ota, Moji Dec. 18, Coal. — JARDINE & Co.

December 21.
Aping, Chinese str., from Canton.

DEPARTURES.

December 20.
Andromeda, British str., for Shanghai.

December 21.
Yikang, for Canton.

December 21.
Jator, for Singapore and London.

December 21.
Wingong, for Canton.

December 21.
Jacobi Diederichsen, for Pakhoi.

December 21.
Scalpa, for Amoy.

December 21.
Longmoon, for Shanghai.

December 21.
Progress, for Shanghai.

December 21.
Chowat, for Bangkok.

December 21.
Tungking, for Canton.

CLEARED.

December 21.
Yunnan, for Canton.

December 21.
Hainan, for Swatow.

December 21.
Elita Nossack, for Canton.

December 21.
Cath. Menzies, for Rangoon.

December 21.
Kama, for Hongkong.

PASSENGERS.

December 21.
For Chingta, from Sydney, &c., Mr and Mrs Young, Miss Duane, Mr and Mrs Bourne, Messrs Steig, Harvey, Beuchamp, Ellis, Hoehling, Blum, Gainsborough, Jackson, and 51 Chinese.

December 21.
For Hainan, from Sydney, &c., Mr and Mrs Young, Miss Duane, Mr and Mrs Bourne, Messrs Steig, Harvey, Beuchamp, Ellis, Hoehling, Blum, Gainsborough, Jackson, and 51 Chinese.

December 21.
For Elita Nossack, from Sydney, &c., Mr and Mrs Young, Miss Duane, Mr and Mrs Bourne, Messrs Steig, Harvey, Beuchamp, Ellis, Hoehling, Blum, Gainsborough, Jackson, and 51 Chinese.

December 21.
For Cath. Menzies, from Sydney, &c., Mr and Mrs Young, Miss Duane, Mr and Mrs Bourne, Messrs Steig, Harvey, Beuchamp, Ellis, Hoehling, Blum, Gainsborough, Jackson, and 51 Chinese.

December 21.
For Kama, from Sydney, &c., Mr and Mrs Young, Miss Duane, Mr and Mrs Bourne, Messrs Steig, Harvey, Beuchamp, Ellis, Hoehling, Blum, Gainsborough, Jackson, and 51 Chinese.

December 21.
For Hainan, from Sydney, &c., Mr and Mrs Young, Miss Duane, Mr and Mrs Bourne, Messrs Steig, Harvey, Beuchamp, Ellis, Hoehling, Blum, Gainsborough, Jackson, and 51 Chinese.

December 21.
For Elita Nossack, from Sydney, &c., Mr and Mrs Young, Miss Duane, Mr and Mrs Bourne, Messrs Steig, Harvey, Beuchamp, Ellis, Hoehling, Blum, Gainsborough, Jackson, and 51 Chinese.

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December 21.
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Merchant Vessels in Hongkong Harbour.

EXTRACTION OF LATEST ARRIVALS AND DEPARTURES REPORTED TO-DATE.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked 1, near the Kowloon shore 2, and those in the body of the Harbour 3. In consequence of the changes denoting the sections.

Section 1. From Green Island to the Gas Works.
Section 2. From Gas Works to Jardine's Wharf.
Section 3. From Jardine's Wharf to the Harbour Office.
Section 4. From Harbour Office to the Market.
Section 5. From the Market to the Naval Yard.
Section 6. From the Naval Yard to the Gas Works.

Section 7. From Naval Yard to Blue Buildings.
Section 8. From Blue Buildings to East Point.
Section 9. From East Point to North Point.
Section 10. From North Point to Kowloon Wharves.
Section 11. From Kowloon Wharves to the Naval Yard.

Section 12. From Kowloon Wharves to the Naval Yard.

Section 13. From Kowloon Wharves to the Naval Yard.

Section 14. From Kowloon Wharves to the Naval Yard.

Section 15. From Kowloon Wharves to the Naval Yard.

Section 16. From Kowloon Wharves to the Naval Yard.

Section 17. From Kowloon Wharves to the Naval Yard.

Section 18. From Kowloon Wharves to the Naval Yard.

Section 19. From Kowloon Wharves to the Naval Yard.

Section 20. From Kowloon Wharves to the Naval Yard.

Section 21. From Kowloon Wharves to the Naval Yard.

Section 22. From Kowloon Wharves to the Naval Yard.

Section 23. From Kowloon Wharves to the Naval Yard.

Section 24. From Kowloon Wharves to the Naval Yard.

Section 25. From Kowloon Wharves to the Naval Yard.

Section 26. From Kowloon Wharves to the Naval Yard.

Section 27. From Kowloon Wharves to the Naval Yard.

Section 28. From Kowloon Wharves to the Naval Yard.

Section 29. From Kowloon Wharves to the Naval Yard.

Section 30. From Kowloon Wharves to the Naval Yard.

Section 31. From Kowloon Wharves to the Naval Yard.

Section 32. From Kowloon Wharves to the Naval Yard.

Section 33. From Kowloon Wharves to the Naval Yard.

Section 34. From Kowloon Wharves to the Naval Yard.

Section 35. From Kowloon Wharves to the Naval Yard.

Section 36. From Kowloon Wharves to the Naval Yard.

Section 37. From Kowloon Wharves to the Naval Yard.

Section 38. From Kowloon Wharves to the Naval Yard.

Section 39. From Kowloon Wharves to the Naval Yard.

Section 40. From Kowloon Wharves to the Naval Yard.

Section 41. From Kowloon Wharves to the Naval Yard.

Section 42. From Kowloon Wharves to the Naval Yard.

Section 43. From Kowloon Wharves to the Naval Yard.

Section 44. From Kowloon Wharves to the Naval Yard.

Section 45. From Kowloon Wharves to the Naval Yard.

Section 46. From Kowloon Wharves to the Naval Yard.

Section 47. From Kowloon Wharves to the Naval Yard.

Section 48. From Kowloon Wharves to the Naval Yard.

Section 49. From Kowloon Wharves to the Naval Yard.

Section 50. From Kowloon Wharves to the Naval Yard.

Vessels Advertised as Loading.

Destination. Vessels. Agents. Date of Leaving.

Australian Ports. Chongshing (s). Butterfield & Swire. December 27.

Java via Shanghai. Sunghang (s). Butterfield & Swire. December 28.

Java Ports. Sunghang (s). Butterfield & Swire. December 28.

Kobe and Yokohama. Chongshing (s). Butterfield & Swire. December 28.

Kobe and Nagasaki. Chongshing (s). Butterfield & Swire. December 28.

Manila, Australia Ports. Chongshing (s). Butterfield & Swire. December 28.

London, Australia, &c. Chongshing (s). Butterfield & Swire. December 28.

Marseilles & London. Chongshing (s). Butterfield & Swire. December 28.

Marseilles via Saigon. Chongshing (s). Butterfield & Swire. December 28.

Manila. Chongshing (s). Butterfield & Swire. December 28.

Manila. Chongshing (s). Butterfield & Swire. December 28.

Marseilles & London. Chongshing (s). Butterfield & Swire. December 28.

Marseilles via Saigon. Chongshing (s). Butterfield & Swire. December 28.

Manila. Chongshing (s). Butterfield & Swire. December 28.

Manila. Chongshing (s). Butterfield & Swire. December 28.

Marseilles & London. Chongshing (s). Butterfield & Swire. December 28.

Marseilles via Saigon. Chongshing (s). Butterfield & Swire. December 28.

Manila. Chongshing (s). Butterfield & Swire. December 28.

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Manila. Chongshing (s). Butterfield & Swire. December 28.

Manila. Chongshing (s). Butterfield & Swire. December 28.

SHARE LIST—QUOTATIONS.

December 21, 1905.

Stocks. Shares. Value. Price. Closing Price.

Hongkong and Shanghai Bank Corp. 10,000 185 185 185

National Bank of China, Limited 10,000 185 185 185

China Insurance Co., Ltd. 10,000 185 185 185

China Traders' Insurance Co., Ltd. 10,000 185 185 185

North-China Insurance Co., Ltd. 10,000 185 185 185

Union Insurance Society, Ltd. 10,000 185 185 185

Yonghe Insurance Association, Ltd. 10,000 185 185 185

China Fire Insurance Co., Ltd. 10,000 185 185 185

Hongkong Fire Insurance Co., Ltd. 10,000 185 185 185